

Pothole parade: Road deterioration shown



As repaving jobs backlog because of a shortage of money, highways throughout Oregon are showing the effects of neglect. The extent of pavement deterioration is dramatically shown in a new slide presentation being

readied by the Public Affairs Branch for distribution in early April. This scene near the Nevada state line on OR140 is similar to scores of others recently photographed in every county for the slide presentation.

'Look Ahead' document due off presses

"Transportation in Transition: A Look Ahead," a document dealing with ODOT's legislative programs and short-term plans, is in the final stages of preparation, and will be off the presses soon.

The document, formerly titled "The Decade Ahead," was adopted by the Transportation Commission at its Feb. 15 meeting.

Purpose of the 83-page document is to describe "short-term divisional planning...as an incremental step toward a longer range, comprehensive, multimodal transportation system for the state."

When published, the document will be widely distributed to legislators, ODOT employees, the news media and the public.

Ways and Means Committee asks for ODOT zero-based budget plans

The legislative Ways and Means Committee has directed the Highway and Motor Vehicles Divisions and the Office of the Director to prepare zero-based budget plans showing successive 8 per cent and 25 per cent reductions.

The reductions are to deal only with expenditures shown in the governor's recommended budget, and will apply solely to state funds.

Due dates set

Plans for cuts in the Motor Vehicles Division and the director's office budgets are to be submitted to the Ways and Means Committee on April 1, and the Highway Division reduction plan is scheduled for presentation on April 15.

Proposed cuts are to be made without regard to budget category—personal services, services

and supplies, and capital outlay, for example—and are to ignore whether the item is legislatively mandated or is funded by dedicated revenue.

When the activities have been selected for 8 and 25 per cent reductions, they will be ranked in order of priority for proposed restoration.

The priority lists for restoration must be approved by Director Bob Burco and Operations Chief Fred Klaboe by March 22, and then by the Transportation Commission no later than March 30.

Eight per cent of the Highway Division budget is \$16,664,016, and 25 per cent is \$52,075,049.

For the Office of the Director, 8 per cent is \$1,461,549, and 25 per cent is \$4,567,342.

Eight per cent of the Motor Vehicles Division budget is

\$2,152,781, and 25 per cent is \$6,727,442.

Total ODOT budget, as recommended to the legislature by Gov. Bob Straub, is \$208,300,196.

Straub urges water, energy conservation

Impending water and energy shortages have resulted in a conservation directive from Gov. Bob Straub to ODOT and other state agencies.

In urging conservation of water and energy, the governor said, "I can think of no better way for us to be of service to the citizens of the state at this time than by providing leadership and assistance in this vital area."

Straub suggested employees think of ways agencies can conserve water and energy, consistent with regular operations; stimulate and help citizens with conservation through example, leadership and good advice; evaluate the impact of the resource crisis on agency operations and develop approaches to deal with the situation, and share ideas for resource management with the governor.

Fred Klaboe, ODOT chief of operations, has asked employees in each division to reduce use of both water and electricity.

AEE wins bargaining agent election

ODOT engineering and allied employees chose the Association of Engineering Employees (AEE) as their bargaining agent in a contested election Feb. 10.

AEE received 588 votes, while Oregon State Employees Association (OSEA) received 95. Eight votes were cast for no representation and 208 eligible employees in the Engineering and Allied Unit did not vote.

In a simultaneous election, OSEA won all of the Main Unit, with 26 votes. Eleven employees voted for no representation and 35 of the eligible 72 voters did not vote.

In the non-contested Main Unit election, not all employees in the unit were eligible to vote. Only non-excluded employees not previously in the Highway Division Main Unit were eligible to go to the polls.

Balloots were cast by mail by employees throughout the state and Salem area employees voted at the Transportation Building.

Management, AEE and OSEA had four observers each at the polls during the election.

The two new collective bargaining units, Engineering and Allied Unit and Main Unit, were formed following hearings by the

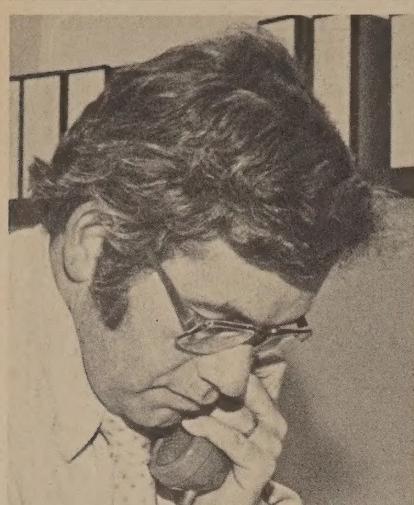
Employment Relations Board last year.

ERB had ordered a representation election to resolve the issue of collective bargaining representation.

Motor Vehicles Division will continue to be represented by OSEA, by order of the ERB.

A special ODOT Bargaining Unit Election Committee had urged management and supervisors to be completely neutral on the election issues; to assist ERB in the conduct of the election, and to advise all employees of their rights, restrictions and obligations in the conduct of the election.

Director's Corner



BOB BURCO

During March, we should see action on a number of ODOT bills in both houses of the Legislature. And in April, our Ways and Means Subcommittee will begin its examination of our budget.

Budget reductions

The committee will review our budget, as approved by Governor Straub. But, as you know, we have also been directed to prepare our budget showing reductions of 8 per cent and 25 per cent in the Office of the Director and in the Motor Vehicle and Highway Divisions.

The Legislative Fiscal Office, which does the staff work for the Ways and Means Committee, has asked us to rank the items cut in the order we would like to see them restored, with a justification for each. That task will be completed and reviewed by the commission during March.

I know there are many of you who are deeply concerned about the effect these cuts would have on ODOT programs. One administrator told me that if the 25 per cent cut were to be adopted by the Ways and Means Committee, it would effectively shut down his operation. "The last man through the door could turn out the lights," he said.

Conscientious legislators

I can't believe that anything devastating will happen. Our subcommittee is composed of conscientious legislators, and we can be sure they will give our budget a searching review.

In that process, they will unquestionably find some items to cut. How deep those cuts will be, or in what areas, no one can say at this time.

But the services we perform for the people of Oregon are essential services, and no legislator is going to want to cripple our ability to do a good job. Quite the contrary.

It would be well to keep that fact in mind as we enter the budget review process in April.

Letters to the Editor

Propaganda sheet

To the Editor:

In your "Candid Comment" article of February of 1977, you asked, "Have these personnel reductions affected your ability to provide quality service to Oregonians?"

It is obvious that you wanted no negative comments as you had no comments by personnel who were directly affected by the layoffs.

Maintenance and parks are both still promoting personnel and they made up 50 per cent of the people interviewed. The other five interviewees consisted of two secretaries, one traffic engineer, one resident engineer and one photographer, all of whom were not directly affected by the layoff.

It appears to me that Via is a propaganda sheet for the ODOT administration personnel.

A. R. Anderson
Highway Division
Bend

To the Editor:

We over here in Region 5 really enjoy Via, with one little exception.

We feel more and more that we are not considered a part of Oregon, or, for that matter, a part of ODOT.

It is very seldom that you read anything about this Siberian outpost. In the February issue there was an article about safety awards.

We in Region 5 are quite proud of our records. For example, Farewell Bend has accumulated 91,079 hours without a time-loss injury and Catherine Creek, 72,010 hours.

I imagine the Ontario Highway office is about the same.

We just thought you would like to know. Keep up the good work. We really look forward to Via.

Dudley Rankin
District Park Manager
Farewell Bend District

Via
NEWS
OREGON DEPARTMENT OF TRANSPORTATION
Published monthly for the employees
of the Oregon Department of Transportation
by the Office of Public Affairs
Room 104
State Transportation Building
Salem, Oregon 97310
Telephone 378-6546

Equipment Unit activities: Paper towels to bulldozers

Editor's note: The following article is part of a continuing series describing the different divisions, branches and sections of ODOT.

Highway Division's Equipment Unit is a diverse operation, with activities ranging from buying paper towels to repairing bulldozers.

Howard Read, equipment superintendent since 1967, calls the unit a huge business, which buys and sells machinery, parts and supplies for a variety of Highway Division projects.

With some 200 employees in shops in Bend, La Grande and Salem, Equipment Unit repairs and maintains machinery, operates the central supply storeroom and conducts a variety of informal research projects.

Most of the unit's manpower is dedicated to keeping the Highway Division's equipment operating, although some repairs are contracted to commercial businesses and some are done by section crews.

Each year, the unit writes specifications, solicits bids and approves purchases for some \$3 million in new equipment. Carefully specifying equipment parts, Read says, results in savings of time, space and money in lower inventory requirements.

Federal study

The unit's central supply system is being studied by the Federal Highway Administration in an attempt to establish computerized inventory control systems and establish guidelines for highway operations throughout the nation.

The storeroom, which handles some 30,000 different items, still is manually operated. However, Read anticipates a computer system some day.

In sheer numbers, central supplies buys 315,000 gallons of striping paint each year; purchases about 1,890,000 pounds of reflector beads (used about six pounds per gallon of paint); buys about 20,000 cases of paper towels each year, and buys and disperses about 320,000 gallons of fuel each month.

HOWARD READ
Equipment Superintendent

Read and his staff conduct research projects dealing with pavement skid resistance, the effects of studded tires on pavement, fallout areas for trucks, and splash and spray suppression.

Training saves

A four-year old training program for equipment operators has resulted in substantial savings in repairs, according to Read. His crews have prepared a traveling classroom for crews and video tape sessions for equipment operators who are attempting to perfect their art.

Larger, and more expensive, signs on Oregon's highways have put the Equipment Unit into recycling damaged signs, and Read is seeking approval for purchase of a machine which removes reflectorized materials from used signs and would return its investment costs in about four years.

Read says keeping up with 4,900 pieces of equipment involves "a million things going on." However, increased standardization of machinery and more cooperation among equipment officials is resulting in savings in both equipment and inventory areas.



Equipment used by ODOT crews is repaired and maintained in Salem shop complex, where Paul Kirsch works on vehicle in fabrication building.

Metro Region - traffic planning for population

Metro Region's main goal is to find solutions to the state's most populous area's transportation problems.

Concerned with planning and preliminary design for the Portland-based region serving Clackamas, Washington, Multnomah, Columbia and Hood River counties, Metro Region staff works closely with Region 1 staff, which handles construction and maintenance projects in the area.

Bob Bothman, Metro engineer since 1973, says the basic "issue" in the area is people—a great many of them. "We study the impact of the project on people," he says. "We also are living in a time when the region has decided not to rely so heavily on the automobile."

The public, however, still is going "full speed ahead" with the automobile, just as it has done for the past 40 years, the engineer says.

Live, work, drive

"People want to continue to live where they want to live, work where they want to work and drive when they want to drive," he says. "These same people are saying no more freeways."

As a result, the area has the state's most diversified transportation system. Besides freeways, there are bus and rail systems, and light rail is being studied as an alternative to the problems on the Banfield.

"Portland's problems are complicated by development downtown," Bothman says. "Jobs are there and the outlying areas are booming, but the population is in the suburbs."

Bothman says planners have learned from the abandoned Mt. Hood freeway project, and have adopted a more open planning process. "We test and evaluate virtually every idea to show whether it will work or not and why," he says. "If we are going to get conclusions people will accept, they will have to be involved at all levels."

On the Banfield project, for instance, there are 90 people, divided into seven subcommittees, who are providing information and opinions on various proposals. "Other areas of the region are not as involved, but hearings in Portland draw hundreds," Bothman says.

The Metro-Region 1 area is the only place in the state with major construction projects underway. The I-205 project is entering its final stage of construction and planning is being done to alleviate congestion in rapidly growing suburban areas—Gresham, Beaverton and Oregon City.

One-third of Metro's efforts still are directed at I-205 planning and the region is capable of following its designs to completion, Bothman says.

Political arena

Portland and Multnomah County are the only city and county governments in the state capable of doing their own project planning, Bothman says, and his work includes finding a consensus among powerful city, county and state officials in the area. "There is no other political arena like it in the state," the engineer says.

Metro and Region 1 function essentially as one organization, Bothman says, noting there are shared staff meetings and substantial interchange on project planning and development.

"The state has a good transportation system," the Metro Region chief says, "But the Portland area is facing big problems without more freeways and less reliance on the automobile."



Metro and Region 1 face high volume traffic problems.

Region 1 - most people, least land

Region 1 faces problems peculiar to an organization which includes 40 per cent of Oregon's population in the smallest land area of any of Highway Division's five regions.

Ed Hardt, permanent Region 1 engineer, has spent virtually all of his career in the region, which is based in Milwaukie and serves Clackamas, Washington, Multnomah, Columbia and Hood River counties.

Problems in the region have developed primarily through population growth in the area and accompanying congestion on local highways and roads. Concerns of the Highway Division in the area have led to a division of labor between Metro and Region 1.

Metro is involved with planning and preliminary design for the region; Region 1 provides maintenance and construction services.

"Region 1 is unique because the state's only sizable construction

project, I-205, is ahead of us," Hardt says. "The construction trend is on the down swing and other regions are cutting back."

I-205's final highway section construction recently got underway and the Oregon-Washington bridge is expected to be completed by 1982. Ten of Region 1's 15 resident engineering crews will be involved with I-205.

Public Transportation

Alternate projects are being considered for the Mt. Hood freeway transfer funds, and permission has been granted to use those funds to meet other needs, such as public transit systems.

Public transportation is an issue facing the Region 1 engineer and his staff. However, he says the big problem still is more cars than the roads in the region are able to handle.

"It will soon be virtually

impossible for everyone to drive their own cars to work every day," Hardt says. Two areas around the urban core, eastern Washington County and western Clackamas County, are the fastest growing in the state.

"Until buses become more attractive than cars, we will have to provide more facilities for the automobile or face increased highway congestion."

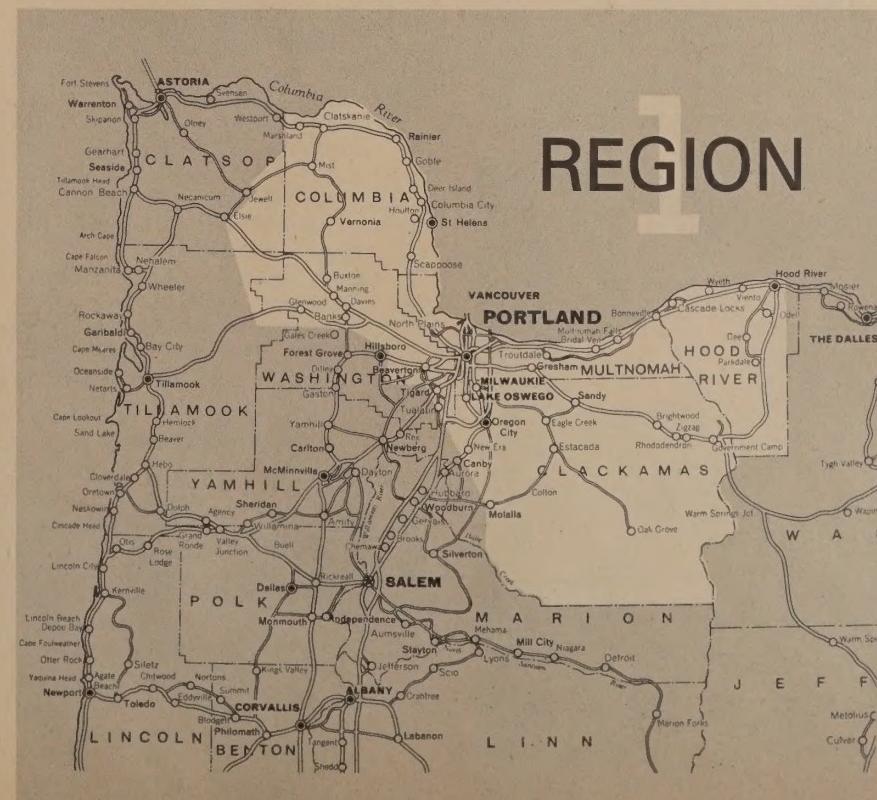
To make the bus trip more attractive time and mobility-wise, additional facilities, bus lanes, for instance, are being added to ease metropolitan traffic problems.

Prime areas for anti-congestion projects, according to Hardt, are the Banfield Freeway, Sunset Highway and the Oregon City corridor. "The Oregon City bypass has been on the drawing board for 20 years. Decisions come through a slow, interesting political process," he says.

The Columbia Region Association of Governments (CRAG) currently is considering such projects, Hardt says, and while the process takes longer, there usually are fewer obstacles after the final decisions are made.

Participation by citizens and local government in the planning stages helps to eliminate the waste, in what Hardt calls, the "classic example of the Mt. Hood freeway, where millions were spent and we ended up without a freeway."

Increased concern with Oregon's transportation future has brought on new awareness in Region 1's staff, Hardt says. "We want to show people that we are concerned, that we want to create as little impact as possible."



Region 1 and Metro share planning, construction and maintenance chores for five-county area.

Calendar offers savings ideas

Practical information and money-saving tips on transportation are included in the 1977 Family Energy Watch Calendar prepared by the Oregon Department of Energy.

The calendar is available from the Department of Energy, 528 Cottage St. NE, Salem 97310, for \$1.50.

Map maker creates 'total' travel product

The 1977 official highway map of Oregon has come a long way since its beginning.

Just off the presses for the impending travel season, the latest is a "total transportation map," according to its maker, John Davenport of ODOT Graphics.

Included for the first time this year is a transportation services listing, indexed to the state's cities and towns, and an outline of Amtrak's route through Oregon.

The air, bus and rail additions are part of an ongoing process of keeping the highway map up-to-date.

Moving towns

Each year, the mapmaker must make changes—from "moving" a town to changing and changing again the spelling of the name of an area.

Davenport has been updating the official highway map for five years, taking over from Leo Kilger who retired after years of mapmaking and guiding the publication through several format changes.

"It isn't really complicated to do," Davenport says, "But it is complicated to keep track of what you have done with so many overlays."

One small change, for instance, might involve altering several overlays used in the map production. Each color, shade and screen value used in the information-laden map requires its own screen, Davenport explains.

Color in 1921

While the Oregon Highway Department was started in 1914, 1919 is the date on the earliest official map in Davenport's file. The simple black and white edition received color—red, yellow and blue—in 1921, and photographs—Crater Lake, Crooked River, Mt. Hood, the Coast and Wallowa Lake—in 1935.

In 1962, the map format was changed, with what had become a hodgepodge of geographical and highway information transformed into a cleaner, easier to read product.

That basic change is the look the 1977 map sports, except for the larger format adopted in 1966. Davenport redesigned the back side of the map in 1975, when he included the new freeway exit ramp numbers and added blowups of the larger cities along Interstate 80-N.

Name disputes

The mapmaker gets suggestions from all over on how to improve his product. For instance, there are the irate letters the governor's office receives disputing the way certain place names are spelled and there are the folks who arrive with surveyor's drawings and old documents which "prove" that a certain place is really miles from where the map says it is.

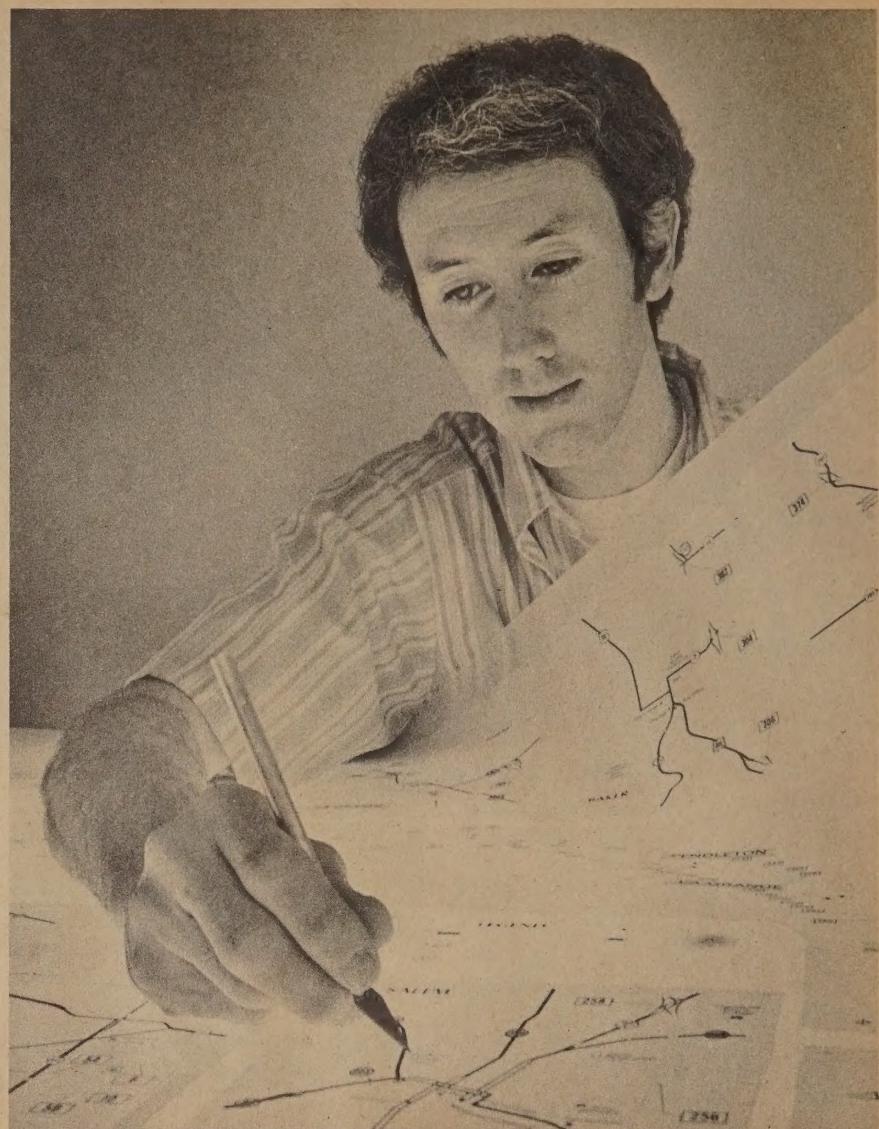
Each year the map goes out to each highway region and then out to the field crews who look it over and make suggestions, and Davenport makes the appropriate changes.

"The average person doesn't realize how much information is included on the state's official map," Davenport says, until they look closely and can bone up on traffic regulations, compute distances between cities and find they can take the bus to Rome.

Some 350,000 maps have been printed for 1977, aimed at the tourist who needs to know how he can get from here to there. "This map isn't detailed enough for the back woods traveler," Davenport says, noting one of the biggest problems he faces in producing the map is keeping track of the status of county and forest service roads.

Through the years, the official map has seen Tyee in several places, depending on the latest information, and Wren, near Corvallis, has been moved here and there occasionally.

Disputes arise over how LaPine and McDermitt (two t's this year) are spelled, but Davenport is philosophical: "Everybody has their own idea of what a map should be. Most people aren't out looking for mistakes."



John Davenport in ODOT Graphics has created "total transportation map" for 1977 official highway map, published recently.

Events brochure features food, floral, folk festivals

What do the Tualatin Crawfish Festival, the Depoe Bay Salmon Bake and the Yachats Silver Smelt Fry have in common besides swimming entrees?

It may sound fishy, but they are among hundreds of Oregon events listed in the first edition of the

1977 Oregon Events brochure published recently by ODOT's Travel Information Section.

The Oregon gastronome, Oregon Events in hand, could literally eat his or her way through the state, what with the Winston Melon Festival, the Vale Hunter's Beef Barbeque, the Stayton Santiam Bean Festival and the Lebanon Strawberry Festival.

Other listings range from floral and folk festivals to rodeos, dramatic presentations and special holiday observances. There will be second and third printings later in the year with dates of additional events not presently scheduled.

The Oregon Events brochure is available from Travel Information Section, Room 101, Transportation Building, Salem, and from chambers of commerce and visitor information centers throughout the state.

Commission meets with legislators

The Transportation Commission met with members of the House and Senate Transportation Committees to discuss the future of the state's transportation programs Feb. 15.

Max Klotz, special assistant for intergovernmental affairs, said the sessions, the first ever held, were productive and important because those involved are concerned with Oregon's transportation future.

Klotz said ODOT-legislature coordinators are monitoring more than 200 of the thousands of bills introduced in the legislature.

He said ODOT's revenue measure is undergoing committee scrutiny and he hopes an election will be held before the end of the session.

Park Explorers study at Tryon Creek

Tryon Creek State Park is the only Oregon State Park which can boast of its own Explorer Post.

The 30-member scout group meets with naturalist Dave Simpson to study the park's ecology and conduct conservation research projects dealing with plant and

animal life at Tryon Creek, located just north of Lake Oswego.

The post, sponsored by the Friends of Tryon Creek, is a symbol of the spirit behind the facility, a park established through sheer will power by volunteers who still meet to build trails, lead nature walks and

advise management on park operations.

Most of the young Explorers spend four or more hours working voluntarily in the park each month, often in conjunction with school career education programs.

Besides benefiting the park and the students, Simpson says the Explorer program helps the public. With vandalism running rampant in many state parks, Tryon Creek has had minimal problems.

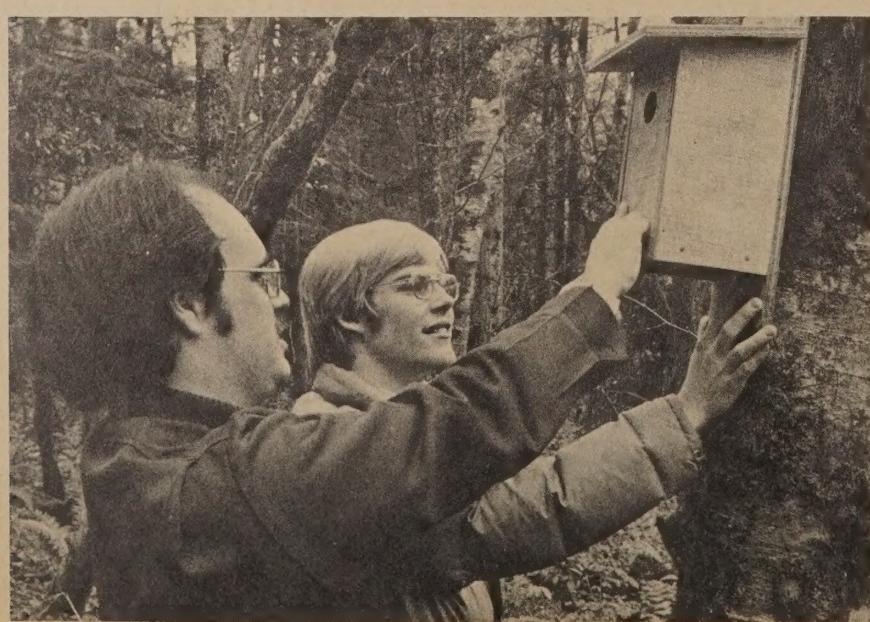
"Such programs for teenagers could help to eliminate the source of park managers' worries," Simpson says. "People who help make parks aren't the ones who become vandals."

Volunteer program

The time donated by the Explorers is part of an extensive volunteer program which provided more than 3,000 hours work during 1976, according to Max Ruff, park manager.

The six-member park staff utilizes volunteer labor for a variety of purposes, notably preparation and maintenance of trails. A coordinator recruits and organizes the volunteers.

"Use of volunteers is a built-in protective system," the park manager says. "People who use the park, who help build it, aren't going to vandalize it."



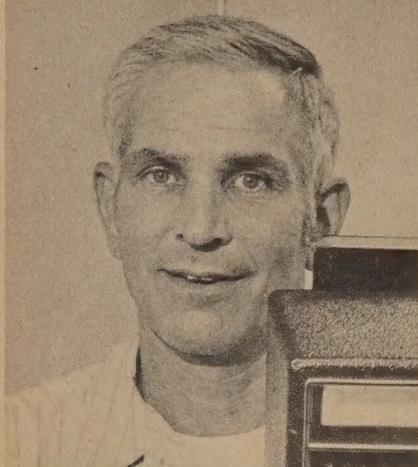
Naturalist Dave Simpson (left) and Explorer Post President Bob Williams set out bird box for project concerning wildlife at Tryon Creek State Park. Explorer program is part of volunteer effort at the park, which has minimal vandalism problems compared to other state parks.



Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

CANDID COMMENTS

What suggestions do you have for making VIA a more effective communications tool for ODOT employees?



DICK NIETH, MVD
Office Manager, La Grande



FRANCIS KUCHLER, HWY
Secretary, Medford



WILFRED NEAL, PARKS
Ranger, Bullards Beach



FRANK LOWE, HWY
Condemnation Engineer, Salem

Inclusion of a "helpful hint department" could give ideas on what one office finds useful and might help another office. Also, once in a while tell where money is being spent (such as bicycle paths, parks).

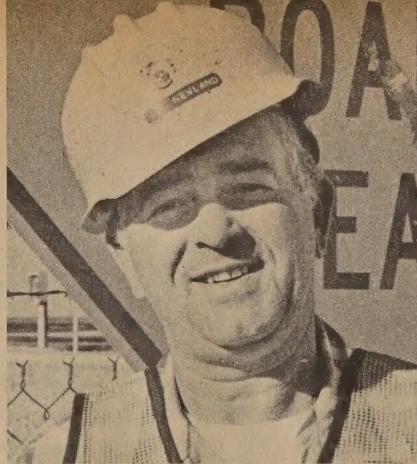
VIA could explain more on activities on the various field offices.

I would like to say that I think the VIA newspaper is doing a great job. I can't think of any improvements to be made on it at this time. You're doing a great job of keeping personnel informed. Keep up the good work!

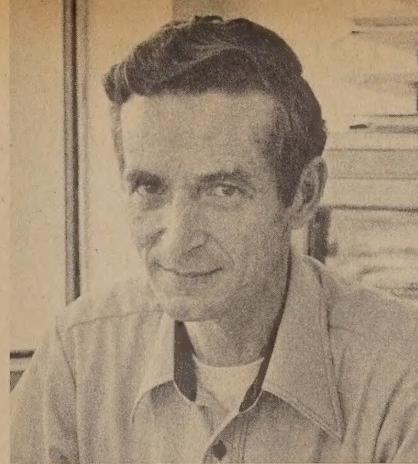
"Communication" is the key word in any successful business. Lack of it, its downfall. VIA could offer employees a column for questions and answers, thereby keeping a direct line of communication open between employees and ODOT management. Lack of morale often results from the unknown. Straight-forward answers would frequently squelch "rumors."



KATHY CONRAD, HWY
Clerical Assistant, Milwaukie



JOE NEWLAND, HWY
Supervisor, Hermiston



CLIFF LEHMAN, HWY
Office Engineer, Salem



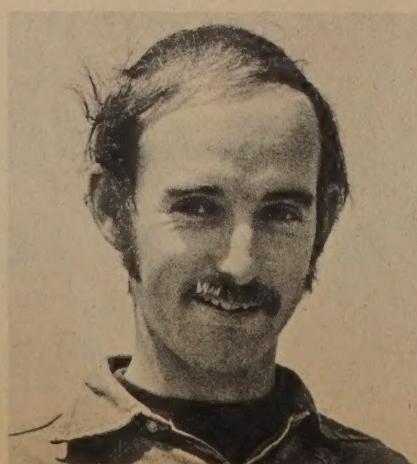
LINDA OLSON, HWY
Clerical Assistant, Portland

Get people interested in each other and interested in what they do as employees of ODOT. VIA should publish an article on people. Find out what people are doing in their field and how it affects us all.

Better public relations would help the area where I work more than anything else.

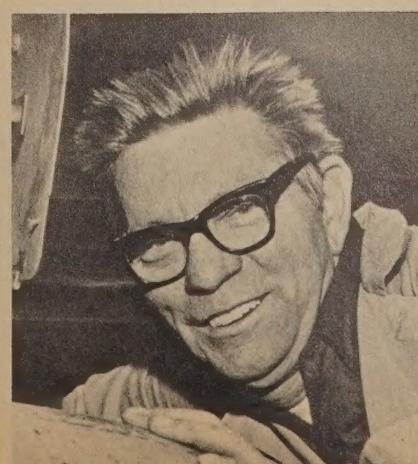
VIA is doing a good job already. A question and answer column could be put in so employees could write in and get answers to their questions.

I think VIA is an effective communications tool as it is published now. My only suggestion would be to add a few humorous stories. It seems rather cut and dried. I am sure there are some funny highway stories that ODOT employees would enjoy reading.



GARY PINSON, AERO
Maintenance Foreman, Salem

I think all ODOT employees should be informed of all decisions affecting their jobs in any way. It's just not good for morale to read an out-dated notice on the bulletin board or have to depend on rumors to find out what is going on. By doing this, I think VIA can be extremely helpful.



CHUCK STEEL, HWY
Mechanic, Salem

I think it would be nice to see a question and answer column, where employees could write in and ask management about something and get an answer.

Noon movies slate slides of Greenway

"The Oregon River," the Willamette River Greenway slide presentation, will highlight the March noon movie series.

Jan Meganck of the Parks Division, will present the slide-tape show and answer questions at noon March 9 in the Transportation Building.

The movie series will end this month, according to Dick McRae, coordinator. "We have seen the bulk of relevant films (and some others) though there are still some good films out there in the hard-to-get category," McRae says.

WEDNESDAY MOVIE SCHEDULE FOR MARCH

March 2—"The Seaspeed Story" shows the development of air cushion vehicles—hovercraft service across the English Channel. "E for Experimental" presents British Rail's 155-mile per hour passenger train and its guidance system, tilt mechanism, hydro-kinetic brakes and trains in action.

March 9—"The Oregon River" shows an up-to-the-minute slide-tape presentation of the status of the Willamette River Greenway, presented by Jan Meganck. "Transit Options for Small Communities" covers examples of innovative public transportation systems in four cities under 60,000 population, including fixed routes, route deviation, dial-a-ride and subsidized shared taxi.

March 16—"What on Earth" hears Martians on a quick visit to earth try to explain what they see. "The City and the Future" is a straight-forward film based on Lewis Mumford's "The City in History," showing the choice between urban sprawl and a new kind of regional city. "I'm the Same As Everyone Else" discusses who needs special transportation, with a look at the problems posed by epilepsy.

March 23—"The Timbers" is a brief sports promotion. "The American Cup Races 1970" is sponsored by Transportation Building's fifth floor sailing enthusiasts and covers racing yachts, spinnakers billowing, prows knifing through choppy seas and crews in action.

March 30—"Portrait of a Railroad" is a "classic film about modern railroading." "The Suspension Bridge" shows the erection of the Paseo and Delaware Memorial bridges and the phases of suspension bridge construction.

Want to borrow a bus? Mass Transit loans them

A "borrow a bus" program has been started by Mass Transit Division.

Two 21-passenger Argosy buses have been purchased by the state for loaning to local communities which have received approval of federal grants and are awaiting delivery of their own vehicles.

The 90-day loan may be renewed if local communities need to keep the buses longer, according to Dennis Moore, Mass Transit administrator.



ODOT library has received new shelves, paint job and new arrangement, according to Faith Steffen (left), librarian. Additional materials also have been added to library and Judy Knights (right) has been named assistant librarian.

Library's new look also aids efficiency

A new look for a more efficient library is in the works for the Department of Transportation.

More stacks of books and fewer "stacks" of people will result in better service, according to Faith Steffen, librarian.

New metal library shelves, providing nearly twice the amount of book shelving space in the same amount of floor space, have been installed.

A study area away from the main library work area has been created to assist information seekers and avoid congestion in the busy facility.

"That was one of our main complaints," the librarian says. "And there still isn't enough room."

Materials from Mass Transit Division, and Environmental and Planning sections have been moved to the main library, and materials in other locations are being color-coded into the main catalog system.

"The system makes more items available to the whole ODOT staff," Steffen says.

The library face lift includes new paint and additional lighting, and duplicate materials are being eliminated to make room for additional information.



Planner Erik East of Mass Transit is at the wheel of one of two 21-passenger loaner buses. He and Dave Paoli of Mass Transit Division delivered vehicles to Roseburg.

ODOT employee tests vehicles

Publicly owned vehicles in the Portland Metro area will be tested and repaired to meet Department of Environmental Quality Clean Air Tests, according to Fred Saxton, Highway Division mechanic.

"E" license-plated vehicles are exempt from testing because of the lifetime license plate system, he said.

Saxton has been to a one-week school on testing vehicles for pollution emissions for hydrocarbons and carbon monoxide. Testing and tune-up equipment has been purchased for use on Highway Division vehicles, he said.

Saxton also is requesting stickers for vehicles which pass the emissions test. "I feel this would be a correct move for good public relations and better understanding of the general motoring public," Saxton said.

He is the only ODOT employee in the Portland area who is licensed to test Highway Division vehicles.

Water program gains applicants

Since the Scenic Waterways program began in 1970, some 380 applications for variance have been received, according to Bob Potter, river programs administrator for the State Parks Branch.

Potter says of the total number of applications, 233 have received approval, while an additional 107 have either been withdrawn by the applicant or are under investigation. The Transportation Commission has declined to approve in only 40 cases, he said.

Of the denials, 15 have led to acquisition. Four have been filed as condemnation cases.

The land costs have been \$603,867.

The Rogue River has attracted the most action with 241 applications.

Congratulations! Employees win promotions

The following ODOT personnel were promoted during February.

CONGRATULATIONS!

Dawn E. Ammon, clerical assistant to secretary, Region 2 office, Salem.
 Rodney S. Bricco, journeyman maintenance worker to senior maintenance worker, Santiam Junction.
 Vernal F. Busch, assistant chief weighmaster to chief weighmaster, Salem.
 Eleanor Carpenter, clerical assistant to clerical specialist, MVD, Salem.
 Michael J. Conroy, journeyman maintenance worker to senior maintenance worker, Portland.
 Robert A. Detroit, chainman-checker, Klamath Falls, to heavy equipment mechanic trainee, Bend.
 Bradford Gray, motor vehicle representative 1 to motor vehicle representative 2, McMinnville.
 Ronelle Grossman, clerical assistant to clerical specialist, MVD, Salem.
 Lloyd E. Harmon, highway shop foreman to highway shop superintendent, Salem.
 Steven E. Horton, park aide to park ranger 1, Beverly Beach State Park.
 Deborah J. Hupp, clerical assistant to secretary, Right of Way Section, Salem.
 Leo King, principal draftsman, Program Management, to mileage control supervisor, Location Section, Salem.
 Alan W. Lightner, appraiser-negotiator, Right of Way Section, Bend, to administrative assistant to ODOT director, Salem.
 Melvin Mecham, motor vehicle representative 1 to motor vehicle representative 2, Medford.
 Daniel L. McDonald, journeyman maintenance worker to senior maintenance worker, Brothers.
 Winston A. Roberts, park ranger 1 to park ranger 2, Milo McIver State Park.
 John O. Sterrett, park aide to park ranger 1, Cape Blanco State Park.
 Charles D. Stivers, park aide to park ranger 1, Guy W. Talbot State Park.
 Ralph W. Stumbaugh, park ranger 2, Shore Acres State Park, to park manager 1, Devils Lake State Park.
 Joyce Y. Taylor, programmer to senior programmer, Data Processing, Salem.
 Paul H. Tiffany, park aide to park ranger 1, Shore Acres State Park.
 James D. Ulven, assistant photogrammetric engineer to photogrammetric engineer, Location Section, Salem.
 Evelyn Weeks, clerical assistant to clerical specialist, Salem.
 Steven A. Wilson, park aide, Champoeg State Park to park ranger 1, Milo McIver State Park.
 James E. Yeoman, journeyman maintenance worker, Heppner, to assistant section supervisor, Condon.



ODOT employees from various areas in Transportation Building attended a cardiopulmonary resuscitation re-training session Feb. 18, with Ray Stose, head of Employee Safety and Health Services, instructor, and Lionel Trommlitz, assistant. Participants, trained to assist fellow employees in emergency situations, included (from left) Linda Kirschner, Elmo Savery, Stose and Francis Rehfeld. Nineteen attended the Emergency Medical Response Teams session.

Retirement record reached during 1976

A record number of ODOT employees retired during 1976.

A total of 141 persons left the department last year, with 67 per cent retiring voluntarily, according to Carl Hobson, head of Personnel Operations.

The retirement figures appear to be a result of the Public Employees Retirement System's lowering the state retirement age to 60 without reduction of benefits, Hobson said.

The 94 volunteer retirees in 1976 compares to 69 in 1975 and 55 in

1974.

Another record was broken, the personnel chief said, with 21 employees retiring because of disability. That compares with four in 1975 and 11 in 1974.

The number of mandatory retirements in 1976 was 26. Compulsory retirements claimed 26 in 1975 and 41 in 1974.

Among those who retired during the past year, 32 were age 62, 23 were age 64 and 17 were age 63. Others ranged from 55 to 61 years.



EVELYN WEEKS
Clerical Specialist



STEVEN WILSON
Park Ranger 1

Job safety earns crews special recognition awards

Safety on the job has earned special honors for several ODOT crews which have accumulated thousands of hours without time-loss injuries.

Ray Stose, head of Employee Safety and Health Services, has nominated four crews for Achievement Awards from the State Accident Insurance Fund.

The Region 2 office in Salem, headed by John Sheldrake, regional engineer, has accumulated 109,178 hours without a time-loss injury, and

Newport Engineering Crew, headed by H. H. Patterson, resident engineer, with 105,720 hours.

Salem Service Station nine-member crew, supervised by Wayne Johnson, has worked six years without a time-loss injury.

The seven-member engineering crew supervised by George Martin, resident engineer at Bend, has worked 150,000 hours without a time-loss injury.

Eligible for Merit Awards are Santiam Junction Section Maintenance crew, supervised by Jack Wills, 54,812 hours; Beverly Beach State Park crew, Roger Holstein, park manager, 53,251 hours; Brothers Maintenance Crew, supervised by Robert H. Shepherd, 50,670 hours, and Corvallis Section Maintenance crew, supervised by Joseph Rohner, 50,219 hours.

Former counsel retires in D.C.

Clifton W. Enfield, former Oregon Highway Commission chief counsel, has retired as minority counsel for the House Committee on Public Works and Transportation in Washington, D.C.

He joined the Oregon Highway Commission in 1948 as law clerk in the Legal and Right of Way Department. Later that year, he became assistant attorney general and assistant counsel for the department.

In 1951, he became chief counsel, where he served until joining the U.S. Bureau of Roads, now the Federal Highway Administration, as general counsel in 1956.

He had been minority counsel for the House Committee on Public Works and Transportation for 16 years and is considered one of the nation's leading authorities on federal highway and transportation legislation.

Death claims ODOT retirees

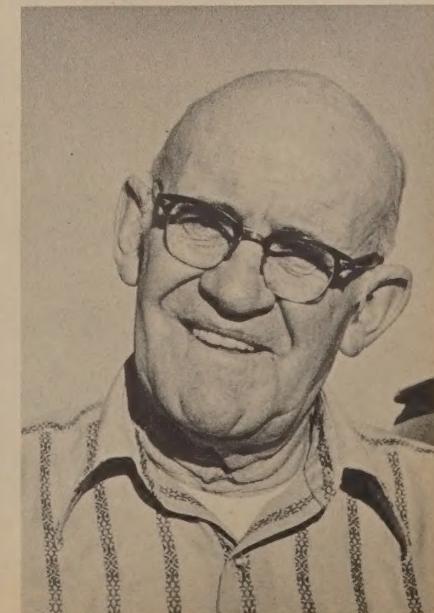
Two retired Oregon Department of Transportation employees died recently.

Ruth H. Spillman, 79, of Salem, died Jan. 26 at her home.

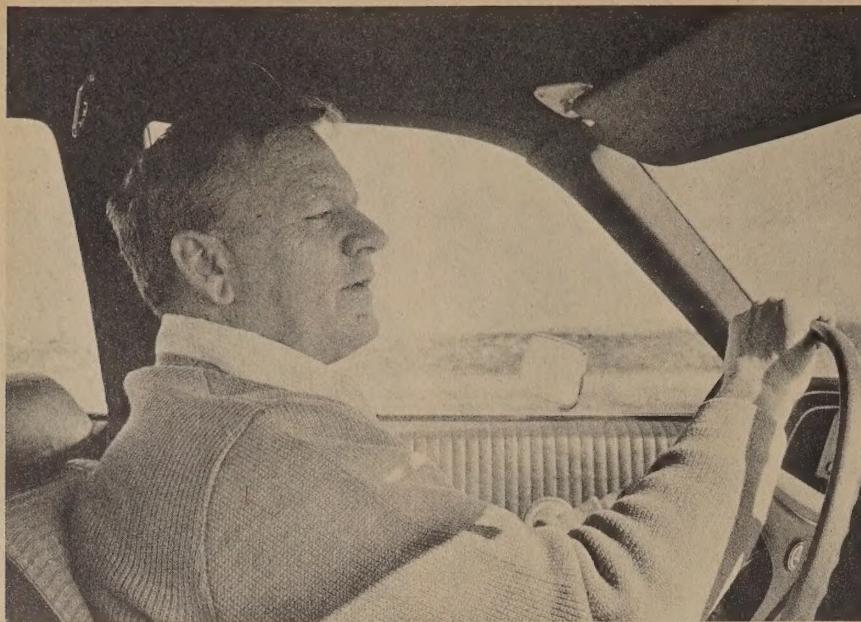
She had worked in Travel Information Section from 1946 until she retired in 1959.

William E. Casey, 63, of Bend, died Feb. 2 at his home.

A heavy equipment mechanic, he retired in 1975 from the Bend shop, where he had transferred from Klamath Falls in 1968.



JOHN WOODS
ODOT retiree



Clayton Ansell: "There's plenty of future for engineers."

By Jo Ann Kirby

You might say Clayton Ansell is going home.

On March 1, Ansell will take over the district engineering job in La Grande, where his career began with the Highway Department 27 years ago.

But for the past eight years, Ansell has taken care of the 22,000 square miles of District 14, based in Ontario. He has driven around 50,000 miles each year, making sure the district's 750 miles of state highway are open and in good working order.

The state's largest district includes such outposts as McDermitt, Basque, Jordan Valley and Unity. Some of Ansell's crews live 20 miles from their nearest grocery, don't have telephones and just recently got television. "You learn to appreciate the men who work for you," Ansell says. "In places like Jordan Valley and Basque, they just take care of themselves. I try to get to each section at least twice a month."

Many moves

Being boss over District 14's seven section crews has been a long-distance challenge, Ansell says. Without a radio communications system, which sometimes has to relay messages from one post to another, the engineer says, his job would be nearly impossible.

In 27 years, Ansell has moved his family many times. From La Grande as a rear chainman, the engineer became a transitman in Enterprise, moved back to La Grande, was promoted to assistant resident engineer and lived in Fossil, Milton-Freewater, Condon and Baker, became resident engineer in Dayville, Eugene and Ontario, and now is

heading back to La Grande.

Those moves have brought challenge after challenge to the district boss who maintains, with a smile, that his story isn't really very interesting. He prefers facing the construction and maintenance problems he encounters in the field rather than the public and politics he figures he would have to deal with if he were working in the Highway Division in Salem, although he works closely with local public officials in his district.

Christmas flood

"This is an easy, happy, fun job," Ansell says. "But sometimes I've almost wanted to break into tears."

One of those times might have been during the 1964 Christmas flood and the soggy January of 1965. As resident engineer, Ansell faced the prospect of restoring access to Dayville, which had become isolated when water covered the highway at one point and, five miles down the road, a section of bridge washed two miles downstream.

"We didn't have any Christmas that year," he says. "They called it a 100-year flood, but it happened again a month later."

The one-time math major at Eastern Oregon College, Iowa State and Oregon State University, looks back on the construction of the Belt Line interchange in Eugene and the Mohawk interchange in Springfield as the crowning achievements of his resident engineering career.

"I go over stretches of those roads to see if they're still there," he says. "I've done good jobs and some not so good ones."

The fact that he drives thousands of miles each year ("The lower speed limit has given me another day's driving each month."), doesn't

Clayton Ansell: He likes challenge of making things better

keep Ansell and his wife Mary from traveling. They've taken cross-country motor trips and recently postponed a Hawaiian holiday until the fall, now that Ansell is taking over in La Grande.

Mrs. Ansell, a pretty dark-haired woman, has weathered her family's many moves with the philosophy that the friends they've made and the opportunities for their children have far outweighed the discomforts of packing, unpacking and making a new home.

One year, for instance, their oldest son attended three different schools. Their other children, 20-year old twins, are students at Treasure Valley Community College and one plans to become a civil engineer.

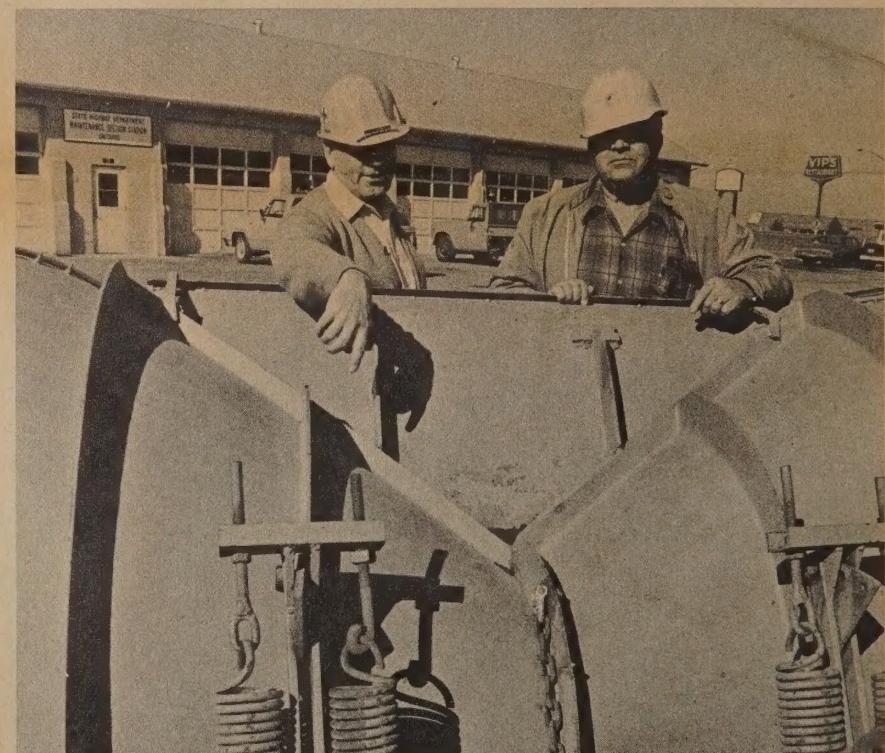
"There's plenty of future for engineers," Ansell says. "Maybe not in the Highway Division, but in other fields—energy and environment—for instance."

"I think I've seen the best days of the Highway Department's construction program," he says. "I like the challenge of building something, of making things better."

The District 14 engineer likes to talk about the history of his territory—Oregon Trail ruts are still visible in some places—and he is an enthusiastic participant in the area's outdoor life—fishing, hunting and skiing. He's like a chamber of commerce representative, pointing out the businesses and industries along the highway.

"I'd rather be here than in the Willamette Valley," Ansell says. "There are too many people and too much rain over there."

"When I started with the Highway Department, I had a wife and a child and I was broke. I took the rear chainman job, it was interesting and I stayed. Sure, we moved a lot, but we accepted and enjoyed it."



District 14 Engineer Clayton Ansell and E. Max Seawaard, foreman, check snow removal equipment, which isn't getting much use in Ontario this year.

Retirees Let Us Know What's Happening

Paul Peterson, 1546 E. Third St., Newberg 97132—Retired 1974.

Paul and his wife Dora attended the Grand Ole Opry on a recent trip to Nashville, Tenn., where they also visited friends and relatives.

The couple spent Christmas with Dora's 89-year old father in Minneapolis. It was their first holiday together in 37 years.

He is keeping busy cutting wood, sharpening saws and planning another trip—this time to the Calgary Stampede in July.

Virgil F. Baldwin, 2801 Surf Ct. NE, Salem 97303—Retired 1975.

Virgil is an avid fisherman who has been deep sea fishing three times in the past year. (He caught two salmon!) He also has been trying his

luck at the Ochoco Reservoir and Crane Prairie Reservoir.

The outdoorsman also has been deer hunting at Seneca.

Glenn E. Roberts, 603 NE A St., Grants Pass 97526—Retired 1967.

Glenn's son Howard, Region 5 safety officer, writes that his father suffered a stroke in February of 1976, but still lives in his home in Grants Pass, where he enjoys short visits with old friends.

Glenn also enjoys several short walks each day and likes to be driven around Grants Pass, although his activities have been curtailed since his stroke.

"The winter weather is keeping him inside a big part of the time but in the summer he is most likely

to be found out behind the house enjoying the sunshine," Howard writes.

Merton R. Chapman, 505 E. Sherman, Newberg 97132—Retired 1968.

"Since retirement, I have just been taking life easy," Merton writes.

"We have spent every winter down in the sunshine in lower California and Arizona," he adds.

Now at Miland, Calif., on Salton Sea, the Chapmans are 210 feet below sea level and "the sunshine is wonderful."

Paul Stoutt, Box 124, Parkdale 97041—Retired 1972.

Paul has been busy, busy, busy

since his retirement!

He spent one winter seeing the sights in Arizona, California and Mexico, enjoying the citrus and date groves and cacti. "Quite different from the apple orchards of the Hood River Valley," he reports.

He and his wife have each been hospitalized since retirement and during his convalescence, Paul learned to hook rugs and do macrame. He announces local little league games, has taught roller skating, taken up golf ("I like golf very much but with my score I'm not sending out any challenges."), works parttime at a local garage, and has put in a rockery as well as tending his flowers.

"Retirement is a good way of life," Paul adds.